

**RECORD LAYOUT FOR MERCHANT VESSELS OF THE UNITED STATES.**  
**Revised January 7, 2013**

<u>Data Element Name</u>	Data		
	<u>Type</u>	<u>Length</u>	<u>Position</u>
Vessel ID	AN	10	1 - 10
Vessel Database Key	AN	10	11 - 20
Name of Vessel	AN	33	21 - 53
Call Sign	AN	8	54 - 61
Official Number	AN	10	62 - 71
IMO Number	AN	30	72 - 101
Hull Number	AN	30	102 - 131
Hull Identification Number	AN	30	132 - 161
Vessel Service Type	CH	30	162 - 191
Flag	CH	2	192 - 193
Self Propelled Indicator	Logical	1	194 - 194
Registered Gross Tons	DS	7	195 - 201
Registered Net Tons	DS	7	202 - 208
Registered Length	DS	7	209 - 215
Registered Breadth	DS	6	216 - 221
Registered Depth	DS	6	222 - 227
ITC Gross Tons	DS	7	228 - 234
ITC Net Tons	DS	7	235 - 241
<b>***Dead Weight Tons</b>	<b>DS</b>	<b>7</b>	<b>242 - 248</b>
<b>***Dead Weight Tons Measure Unit</b>	<b>CH</b>	<b>40</b>	<b>249 - 288</b>
ITC Length	DS	7	289 - 295
ITC Breadth	DS	6	296 - 301
ITC Depth	DS	6	302 - 307
Measuring Organization Name	CH	50	308 - 357
Hailing Port	CH	50	358 - 407
Hailing Port State	CH	2	408 - 409
Hailing Port Province	CH	50	410 - 459
Trade Indicator - Coastwise Unrestricted	CM	1	460 - 460
Trade Indicator – Limited Coastwise Bowaters Only	CM	1	461 - 461
Trade Indicator – Limited Coastwise Restricted	CM	1	462 - 462
MARAD Waiver			
Trade Indicator – Limited Coastwise Oil Spill Response Only	CM	1	463 - 463
Trade Indicator – Limited Coastwise Under Charter to Citizen	CM	1	464 - 464
Trade Indicator – Limited Coastwise Trade Fish Products	CM	1	465 - 465
Only			
Trade Indicator – Fishery	CM	1	466 - 466
Trade Indicator – Limited Fishery Only	CM	1	467 - 467
Trade Indicator - Recreation	CM	1	468 - 468
Trade Indicator – Limited Recreation Great Lakes Use Only	CM	1	469 - 469

Trade Indicator – Registry	CM	1	470 - 470
Trade Indicator – Limited Registry Cross Border Financing	CM	1	471 - 471
Trade Indicator – Limited Registry No Foreign Voyage by Sea	CM	1	472 - 472
Trade Indicator – Limited Registry Trade with Canada Only	CM	1	473 - 473
Trade Indicator - Great Lakes	CM	1	474 - 474
Vessel Complete Build City	CH	50	475 - 524
Vessel Complete Build State	CH	2	525 - 526
Vessel Complete Build Province	CH	50	527 - 576
Vessel Complete Build Country	CH	64	577 - 640
Vessel Build Year	CH	4	641 - 644
Vessel Hull Build City	CH	50	645 - 694
Vessel Hull Build State	CH	2	695 - 696
Vessel Hull Build Province	CH	50	697 - 746
Vessel Hull Build Country	CH	64	747 - 810
Party Identification Number	AN	10	811 - 820
Organization Name/Company Name	CH	80	821 - 900
Organization Type	CH	30	901 - 930
Person First Name	CH	30	931 - 960
Person Middle Name	CH	50	961 - 1010
Person Last Name	CH	50	1011 - 1060
Person Name Suffix	CH	10	1061 - 1070
Street Address Line 1	CH	255	1071 - 1325
Street Address Line 2	CH	255	1326 - 1580
Street Address Line 3	CH	255	1581 - 1835
Street Address Line 4	CH	255	1836 - 2090
City	CH	30	2091 - 2120
State	CH	2	2121 - 2122
Province	CH	30	2123 - 2152
Country	CH	64	2153 - 2216
Postal Code	CH	30	2217 - 2246
Main HP Ahead	IS	7	2247 - 2253
Main HP Astern	IS	7	2254 - 2260
Propulsion Type	CH	30	2261 - 2290
Hull Material	CH	30	2291 - 2320
Ship Yard	CH	50	2321 - 2370
Ship Builder	CH	80	2371 - 2450
Hull Configuration	CH	30	2451 - 2480
Hull Shape	CH	30	2481 - 2510
**COD Status	CH	30	2511 - 2540
**COD issue date	CH	10	2541 - 2550
COD expire date	CH	10	2551 - 2560
Filler	CH	1	2561 - 2561
*CR/LF	CH	1	2562 - 2562

- \* Carriage return line feed terminates each record
- \*\*COD dates reinstated on May 31, 2008**
- \*\*\*Dead Weight Tons added March 2, 2009**
- \*\*\*Dead Weight Tons Measure Unit added March 17, 2009**

Data Types:

AN - Alpha Numeric

IS - Integer

DS - Decimal (Floating)

CH - Character

Logical - 1/0

CM – “X”/ blank

## MERCHANT VESSELS OF THE UNITED STATES

Revised January 7, 2013

### Explanation of Data Fields:

Vessel Id is a unique field used by the U.S. Coast Guard's Marine Information for Safety and Law Enforcement System (MISLE) database to identify a vessel record. This element is primarily used for joining data tables in the MISLE database. (Other data tables may be obtained under the Freedom of Information Act from the U.S. Coast Guard.)

Vessel Database Key is a unique field used by the U.S. Coast Guard's Marine Safety Information System (MSIS) database to identify a vessel record. Although the MSIS system was replaced in December, 2001 with the MISLE system, many data elements from MSIS were back loaded into MISLE. This element is primarily used for joining data tables with other MSIS data. (Other data tables may be obtained under the Freedom of Information Act from the U.S. Coast Guard.)

Official Number is a six or seven digit number that has been awarded to each merchant and recreational vessel of the United States. In this data file, 'D' does not precede the official number as was the case in MSIS. The official number is permanently marked on some structural part of the hull interior. A vessel's official number should not be confused with the manufacturer's hull identification number.

Hull Material is one of the types listed below or may be blank indicating unknown.

ALUMINUM  
CONCRETE  
FRP (Fiberglass Reinforced Plastic)  
OTHER  
PLASTIC – MSIS Legacy  
PLASTIC (non-reinforced)  
STEEL  
WOOD

Self-Propelled. The indicator field is '1'/'0' data type, but may be blank. A '1' means the vessel is self-propelled, a '0' means not self-propelled. If a vessel is propelled by sail and machinery, it is considered self propelled.

Trade Indicator Fields. Trade describes the use for which the vessel is licensed. A vessel may be licensed for more than one use. An 'X' in the field indicates an authorized trade. MORE SO THAN THE SERVICE FIELD, THE TRADE INDICATORS ARE THE BEST AVAILABLE MEANS TO IDENTIFY SPECIFIC TYPES OR USES OF VESSELS THAT ARE NOT COAST GUARD INSPECTED. While some vessels may have multiple trades authorized a great majority of fishing and recreational vessels will have only one specific trade authorized. Most commercial vessels will have coastwise, registry or Bowater in combination with one or more other trade types. A brief explanation of the trade authorities is provided below.

- Coastwise Unrestricted - The vessel is licensed, to engage in coastwise trade.
- Limited Bowaters Only - The vessel is licensed to engage in limited coastwise trade under 46 App U.S.C. 883-1. This license currently applies to about 500 freight barges and self propelled vessels under 500 gross tons.
- Limited Coastwise Restricted MARAD Waiver.
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- Limited Coastwise Oil Spill Response Only.
- Limited Coastwise Under Charter to Citizen Fishing.
- Fishery - The vessel is licensed to engage in the fisheries trade in the navigable waters of the U.S. and on the Exclusive Economic Zone.
- Limited Fishery Only.
- Recreational - The vessel is licensed to use as a pleasure craft and may not engage in commerce unless it also has one of the other licenses.
- Limited Recreational - Great Lakes Use Only.
- Registry - The vessel is licensed to engage in trade between U.S. and foreign ports.
- Limited Registry Cross Border Financing.
- Limited Registry No Foreign Voyage by Sea.
- Limited Registry Trade with Canada Only.

- Great Lakes - The vessel is licensed to engage in trade on the Great Lakes.

Vessel Complete Build is filled when the vessel construction is completed at site different than the hull construction site.

Vessel Hull Build is the place where the hull and vessel was constructed.

Vessel Build Year is the year of completion of the vessel as shown by the builder 5 certificate.

Vessel Service Type indicates the general use of the vessel, but the accuracy of the data is limited. Service of vessel applies specifically to about 12,000 Coast Guard inspected vessels. Some uninspected vessels may not contain a service type. The following service types exist in the file:

- Commercial Fishing Vessel
- Fish Processing Vessel
- Freight Barge
- Freight Ship
- Industrial Vessel (e.g., Cable Layer, Dredge, Crane Barge)
- Mobile Offshore Drilling Unit
- Offshore Supply Vessel
- OIL RECOVERY (vessels designated to recover spilled oil)
- Passenger (More Than 6)
- Passenger Barge (6 or Fewer)
- Passenger Barge (More Than 6)
- Public Freight
- Public Tankship/Barge
- Public Vessel, Unclassified
- Recreational
- Research Vessel
- School Ship
- Tank Barge (barge regulated by 46 CFR Subchapter D)
- Tank Ship
- Towing Vessel
- Unclassified
- Unknown

Party Identification Number is a unique field used by the U.S. Coast Guard's MISLE database to identify a specific party involved with the operation or ownership of a vessel. These elements are used for joining data tables in the MISLE database. (Other data files must be obtained from the Coast Guard.)

Company Name and Person Name. These fields identify the vessel owner as the party designated as the managing owner of the vessel. The managing owner is the sole owner or, if there are two or more owners, one of the owners. Complete ownership information is available from the National Vessel Documentation Center. A Managing Owner name may be found either in the Organization Name field or in the Person Last Name, First Name, Middle Name fields. Generally, managing owners that are not individual persons are found in the company name field. Every effort has been made to properly classify owners as a company or individual, but there are instances in the file where an individual is listed in the company name field. There is an ongoing effort to correct these errors. If an owner's name is found in the Company Name field, then the Person Last Name, First Name and Middle Name fields will be blank, and vice versa.

Owner Address. The owner address consists of six fields for the street address, city name, state code (standard U.S. Post Office codes), province, foreign country name and zip code/foreign postal code field.

Hailing Port is displayed on the vessel's stern, and may be used to best determine the vessels geographic area of operation.

Home Port. Vessel records are held at the National Vessel Documentation Center in Falling Waters, West Virginia. Unless otherwise indicated, the vessel's homeport is the National Vessel Documentation Center.

IMO Number is the Lloyd's Registry "Register of Ships" 7-digit identification number. This is a unique number that has been assigned by Lloyd's Registry for the life of the vessel. Most vessels with an IMO number are self propelled, over 100 gross tons, and operate on ocean and/or coastwise waters.

ITC Gross Tons and ITC Net Tons are a vessel's International Tonnage Convention (ITC) gross and net tonnages.

NOTE on ITC tonnages: Some vessel records may have both national and ITC tonnages. The values for ITC gross and registered gross tons (as well as ITC net and registered net tons) may be the same or may differ.

ITC Length. ITC length in feet used on Certificate of Documentation.

ITC Breadth. ITC breadth in feet used on Certificate of Documentation.

ITC Depth. ITC depth in feet used on Certificate of Documentation.

Hull Configuration Values: Monohull, Trimaran, Catamaran, Unknown

Hull Shape Values: Box, Ship, Sail(Faired Keel), Sail(Distinct Keel)

COD Status Values: Canceled, Case Pending, Expired, Invalid, No Operation-PM, Revoked-PM, Unspecified and Valid

**Case Pending** refers to vessels undergoing documentation (primary redocumentation).

**No Operation-PM or Revoked-PM** are vessels that hold a maritime lien and are considered documented vessels of the U.S and are not available for state registration.

**Expired** vessels are granted a grace period before deletion and are considered a documented vessel of the U.S.

**Unspecified or Canceled** statuses are under review by the National Vessel Documentation Center and a determination on these vessels will be made at a later date.

**On Deposit** CODs kept at the Nation Vessels Documentation Center for vessels that do not have space to display the COD. Primary applies to barges.

**Valid** holds a current COD.

Vessels with the above statuses are considered documented vessels of the U.S.